

BookletChart™

Hawai'i to French Frigate Shoals

NOAA Chart 19007

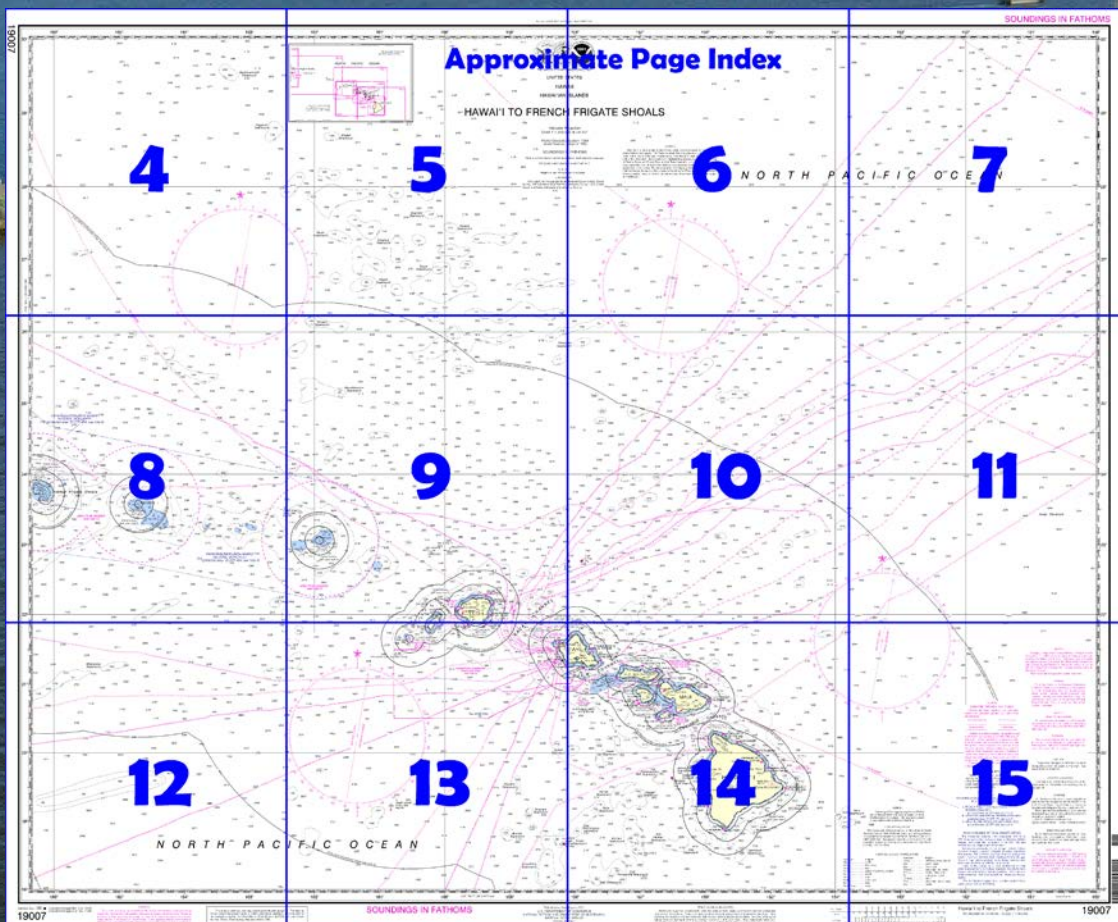


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
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- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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National Ocean Service
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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=7.



(Selected Excerpts from Coast Pilot)

The **Hawai'ian Islands**, an archipelago, consist of eight large islands, plus many islets, reefs, and shoals, strung out from SE to NW for 1,400 nautical miles in the north-central Pacific Ocean. The archipelago extends from 18°55'N. to 28°25'N., and from 154°49'W. to 178°20'W. All the islands of the archipelago, except 2-square-mile Midway, are part of the State of Hawaii.

Harbors and ports.—Honolulu is by far the largest commercial deepwater facility in

Hawaii. Other commercial deepwater harbors are Hilo and Kawaihae on Hawaii Island, Kahului on Maui, and Nawiliwili and Port Allen on Kauai. These ports service both overseas and interisland shipping.

Anchorage.—Anchorages are numerous except on the N and E sides of the islands where shelter from the trade winds is a major requirement. The anchorages on the S and W sides of the islands are unsafe during kona weather.

Regulated Navigation Area.—A security zone has been established for all waters within 1,000 yards of any U.S. Navy submarine that is operating in the Sector Honolulu Captain of the Port Zone and that is being escorted by the U.S. Coast Guard. (See **165.1** through **165.13** and **165.1412**, chapter 2, for limits and regulations.)

Pilotage, Hawaii, General.—Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade; it is optional for U.S. vessels in the coastwise trade. Hawaii Pilots provide pilotage service to several ports in the islands, namely, Honolulu Harbor, Hilo Harbor, Kahului Harbor, Port Allen Harbor, Nawiliwili Harbor, and Kawaihae Harbor. Specific information is given in the description of the various ports.

Outer Islands. The small rocky islands, reefs, and atolls WNW from Ni'ihau form a well-defined chain in the Hawai'ian Archipelago. Between Ni'ihau and Gardner Pinnacles, 480 miles distant, are several widely separated high barren rocks; continuing W are the coral reefs and atolls. The Hawai'ian Archipelago from longitude 161°W. to 176°W. is part of the **Hawai'ian Islands National Wildlife Refuge**, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of Interior. The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Reef, and all intervening reefs and shoals, which are also part of the so-called Leeward Islands.

Necker Island (23°34'N., 164°42'W.) is 158 miles W from Nihoa. It was discovered by La Perouse on November 1, 1786, and was annexed to Hawaii in 1895. The island, which might well be called a rock, is uninhabited, but, like Nihoa, shows unmistakable evidence of ancient habitation. It is the home of countless sea birds.

French Frigate Shoals, about 85 miles W from Necker Island, is a crescent-shaped atoll about 17 miles long in a NNW direction. It was discovered by La Perouse on November 6, 1786, the day after leaving Necker Island, and like that island, was annexed to Hawaii in 1895. The atoll consists of a coral reef with a number of small, bare, sand islets on it, and is flanked by a volcanic rock and numerous coral heads and reefs. It is home to many sea birds, seals, turtles and other fish and wildlife all protected by Federal Law.

La Perouse Pinnacle and Tern Island are the best landmarks. The other islands are of little assistance in navigation due to their constantly changing size and shape and low elevations. Shark Island has been observed to be particularly unreliable in this regard.

Shark Island, the northwesternmost of the sand islets, lies 6 miles NW of La Perouse Pinnacle. A coral reef fringes the island. Tern Island, about 2 miles ENE of Shark Island, is marked by two 40-foot towers, low concrete buildings, a wooden telegraph pole, and four large trees. The island and buildings are visible at 8 and 5 miles, respectively. There are no facilities on the island.

Anchorage.—The best holding ground SW of French Frigate Shoals is in depths of 13 to 15 fathoms, sand bottom; in lesser depths the bottom is mostly coral. There are no all-weather anchorages for large vessels, but the conformation of the reef is such that some protection can be found from choppy seas and ground swell. Small vessels can find good protection from most weather behind the shoals and coral heads.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Honolulu

Commander

14th CG District

Honolulu, HI

(808) 535-3333

Table of Selected Chart Notes

Corrected through NM Dec. 16/06
Corrected through LNM Dec. 12/06

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

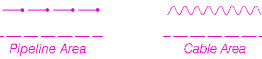
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MAGNETIC VARIATION

Magnetic variation curves are for 2007 derived from 2005 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

NOTE B

Boundary limits of Submerged Submarine Operating Areas are shown by a solid magenta line. As submarines may be submerged in these areas, vessels should proceed with caution. During torpedo practice firing, all vessels are cautioned to keep clear of Naval Target Vessels flying a large red flag at the highest masthead.

NOTE D

Fish Aggregating Devices (FAD) buoys outside 3 NM may have a swing circle radius of up to 3.5 NM from their charted position. Mariners are advised to use caution when transiting in the vicinity of FAD buoys.

NOTE C AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

NOTE F SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

NOTE E

PAPAHĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT SPECIAL PRESERVATION AREAS

- A. FRENCH FRIGATE SHOALS SPECIAL PRESERVATION AREA
(protected area: 50 CFR 404; see note A)
B. NECKER ISLAND SPECIAL PRESERVATION AREA
(protected area: 50 CFR 404; see note A)
C. NIHOA ISLAND SPECIAL PRESERVATION AREA
(protected area: 50 CFR 404; see note A)

NOTE G

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

HAWAIIAN ISLANDS NATIONAL WILDLIFE REFUGE

The Hawaiian Islands from longitude 161° W to 176° W are part of the Hawaiian Islands National Wildlife Refuge, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of the Interior.

The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Atoll. National Wildlife Refuge System regulations pertaining to these islands and atolls are contained in CFR 50, parts 25-32.

Entry to the refuge is strictly prohibited without prior approval from the Refuge Manager, Pacific Remote Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., Honolulu, Hawaii 96850.

The restrictions apply to all civilian and military agencies as well as individuals.

HORIZONTAL DATUM

The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). Geographic positions referred to the Old Hawaiian Datum do not require conversion to WGS 84 for plotting on this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

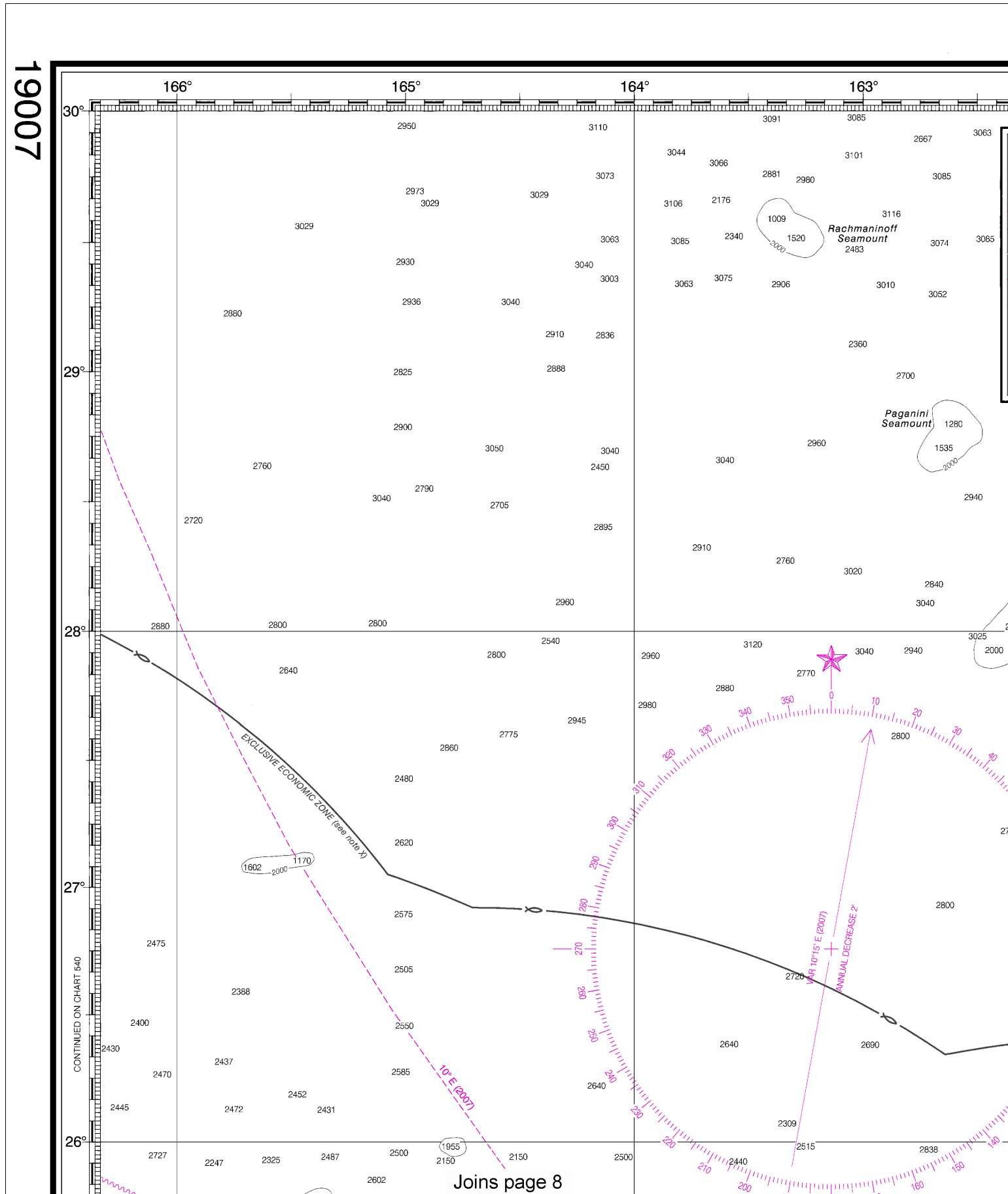
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Scale 1:1,650,000 at Lat 24°

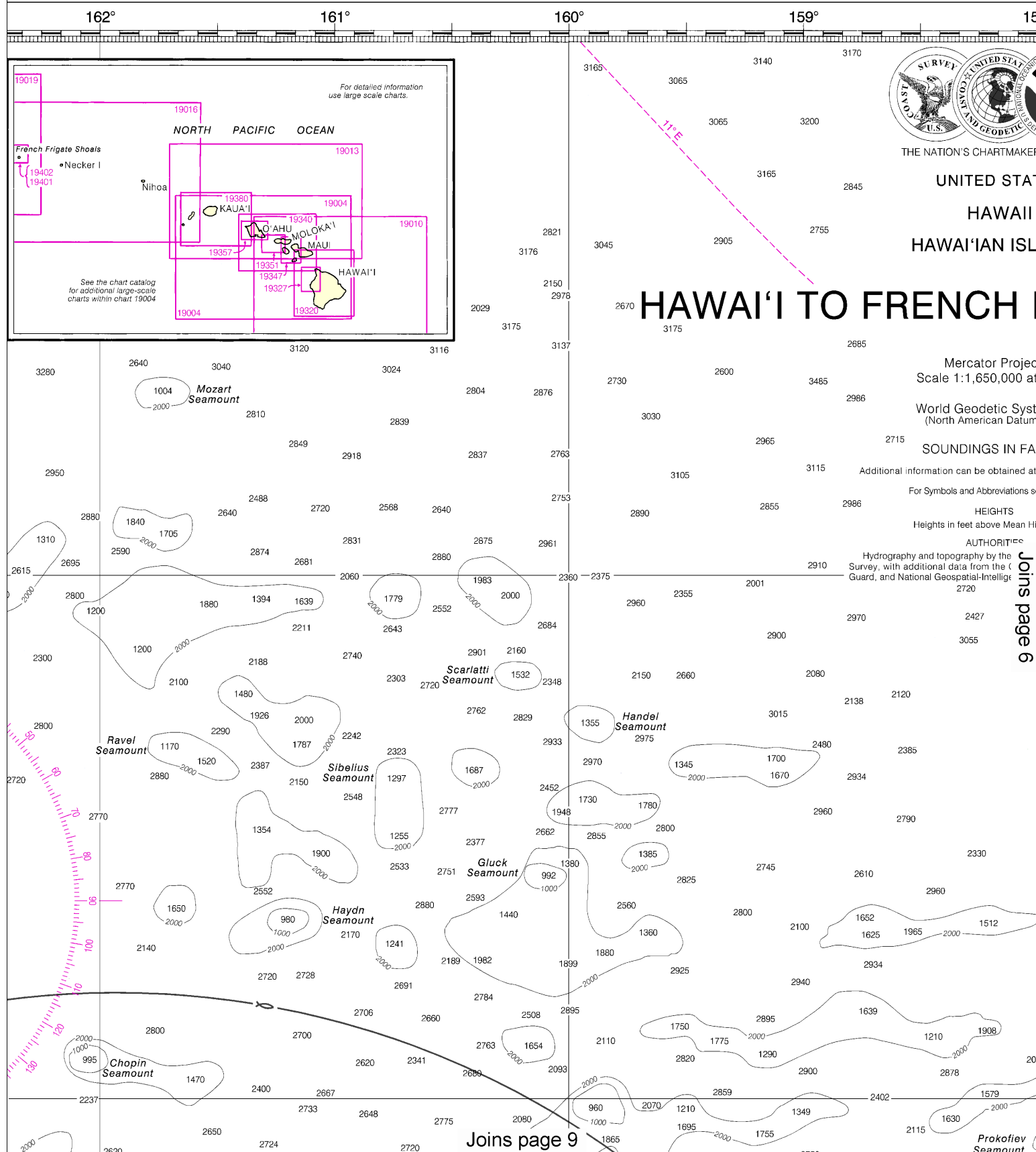
World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS

HAWAIIAN-ENGLISH TRANSLATIONS

Hawaiian	English	Hawaiian	English
Akau.....	north	Kowa.....	channel, strait, sound
Awa.....	bay, cove	Lae.....	point, cape
Hana.....	bay	Lua.....	crater, pit
Heiau.....	place of worship, temple	Mauna.....	mountain, hill, peak
Hema.....	south	Moku.....	island, islet, rock
Hikina.....	east	Pali.....	cliff, peak, point
Hono.....	cove, bay	Pohaku.....	rock
Kai.....	sea	Puu.....	mountain, hill(s), peak
Komohana.....	west	Wai.....	water

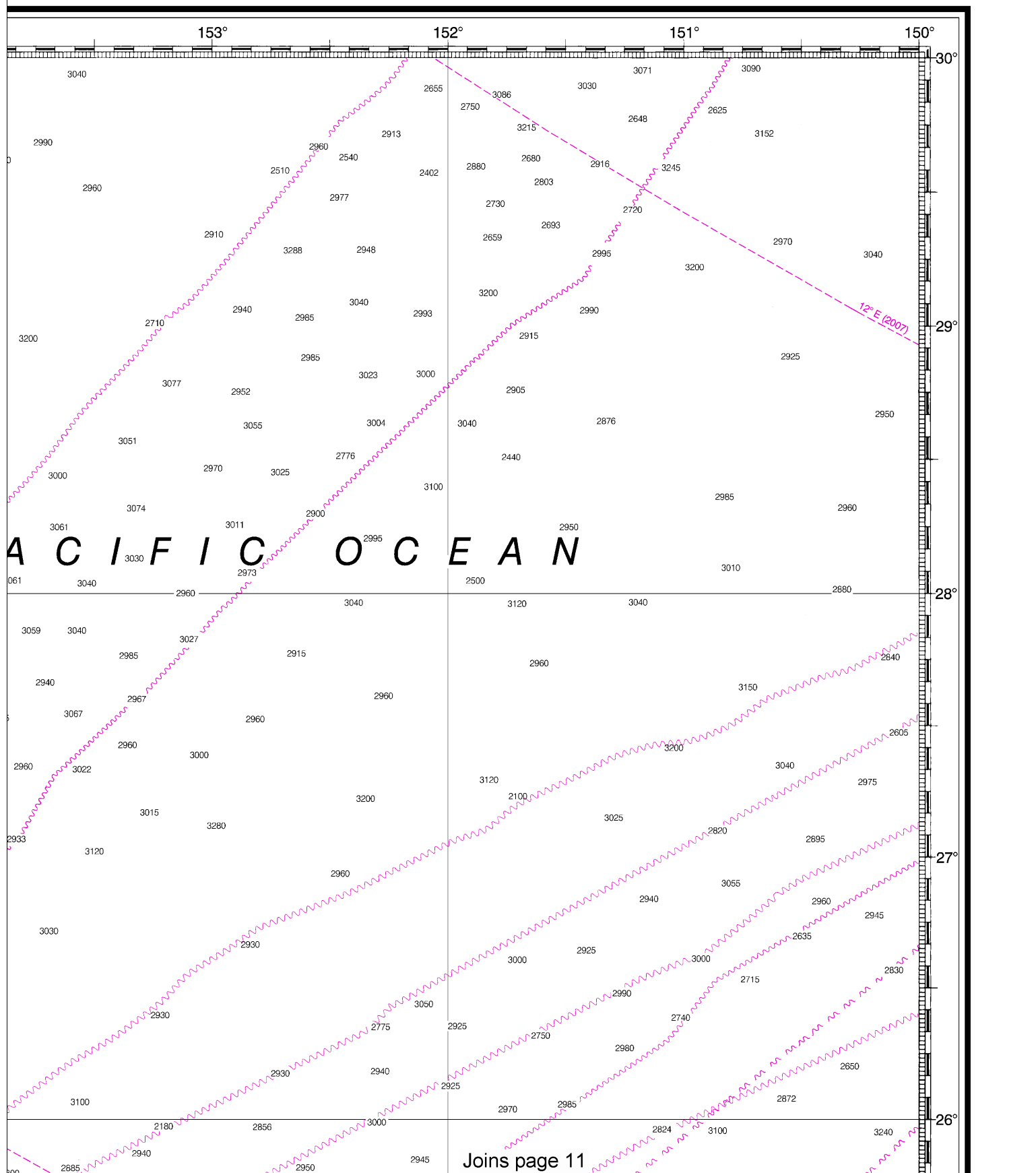




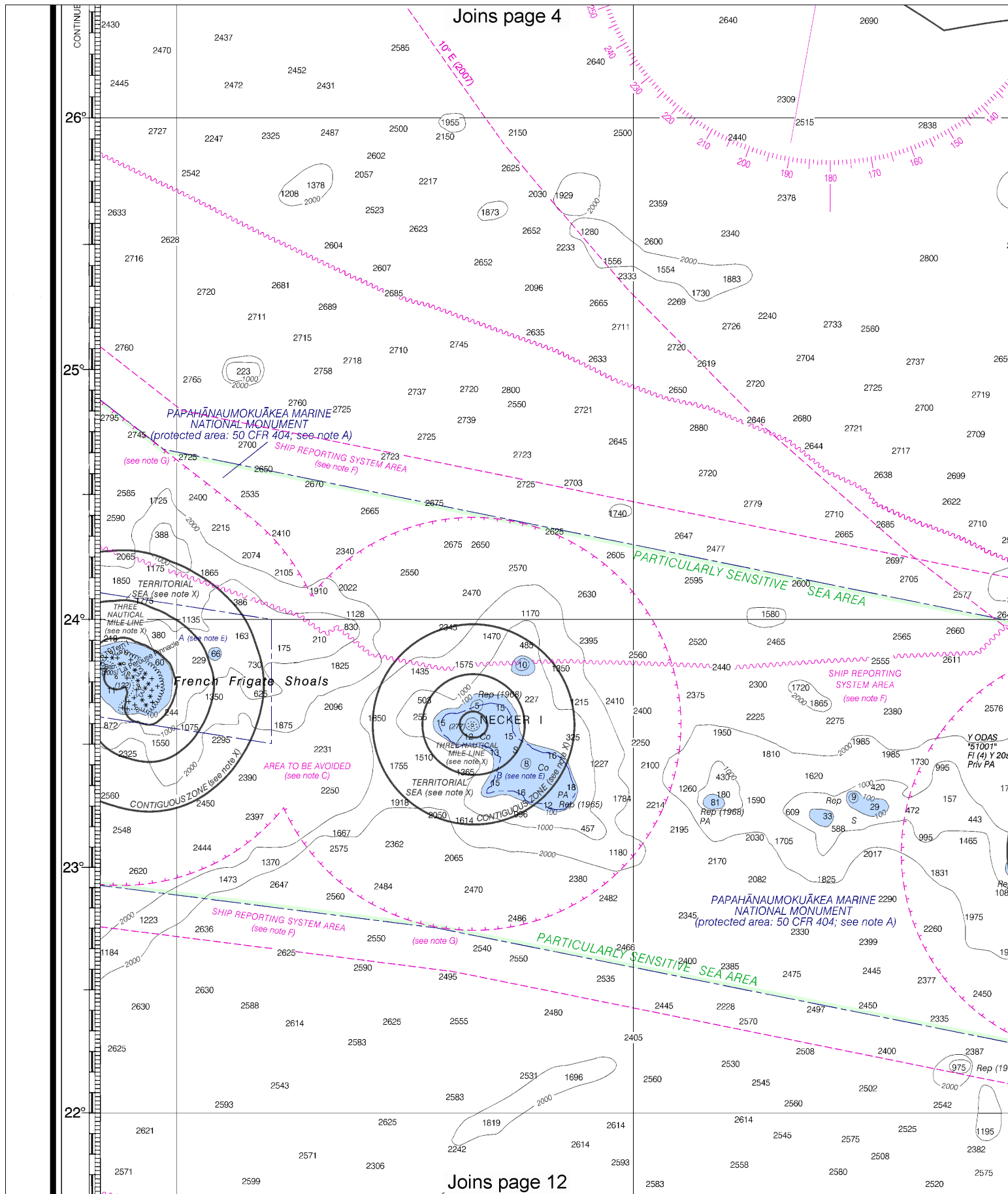
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:2200000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

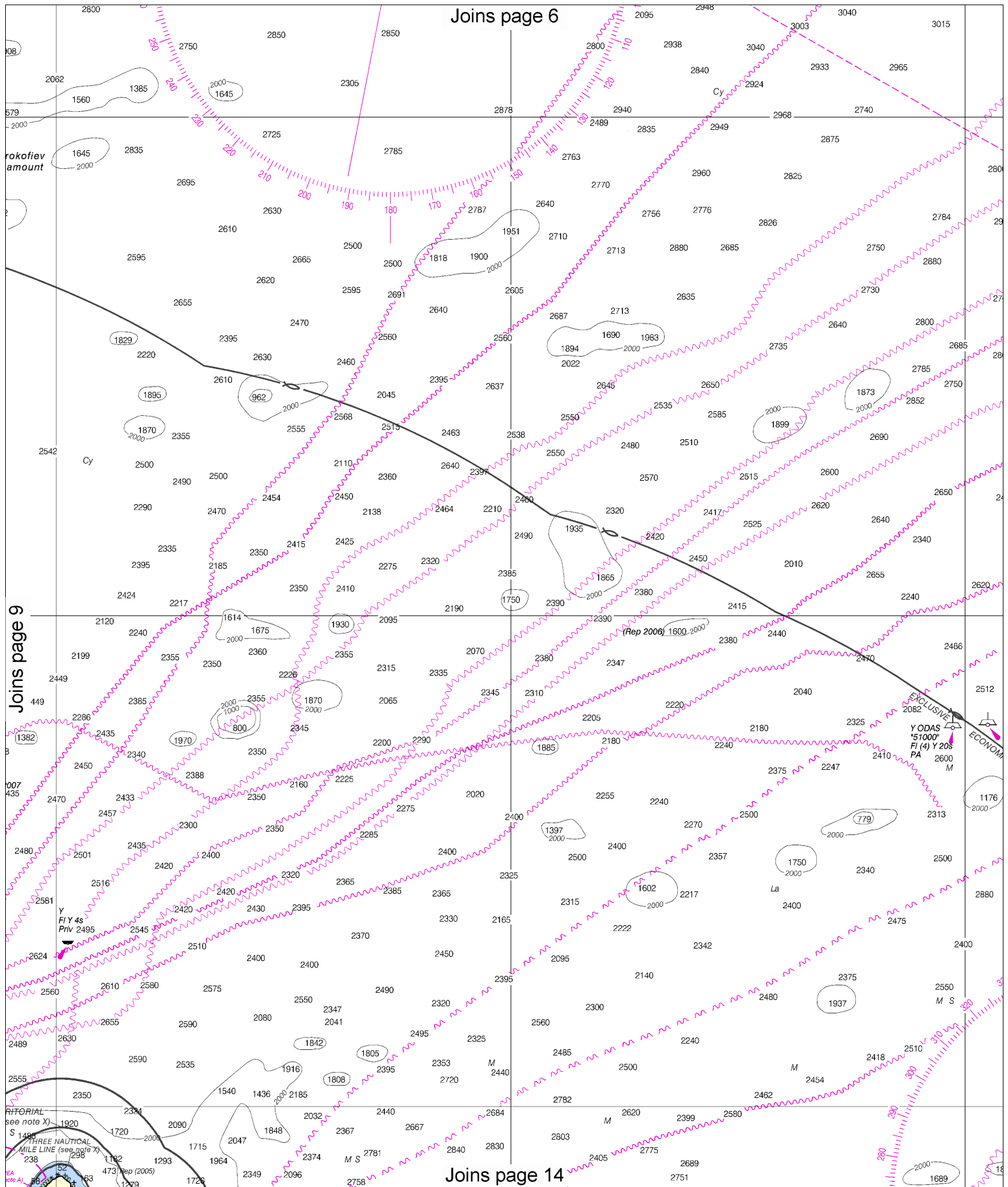
SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

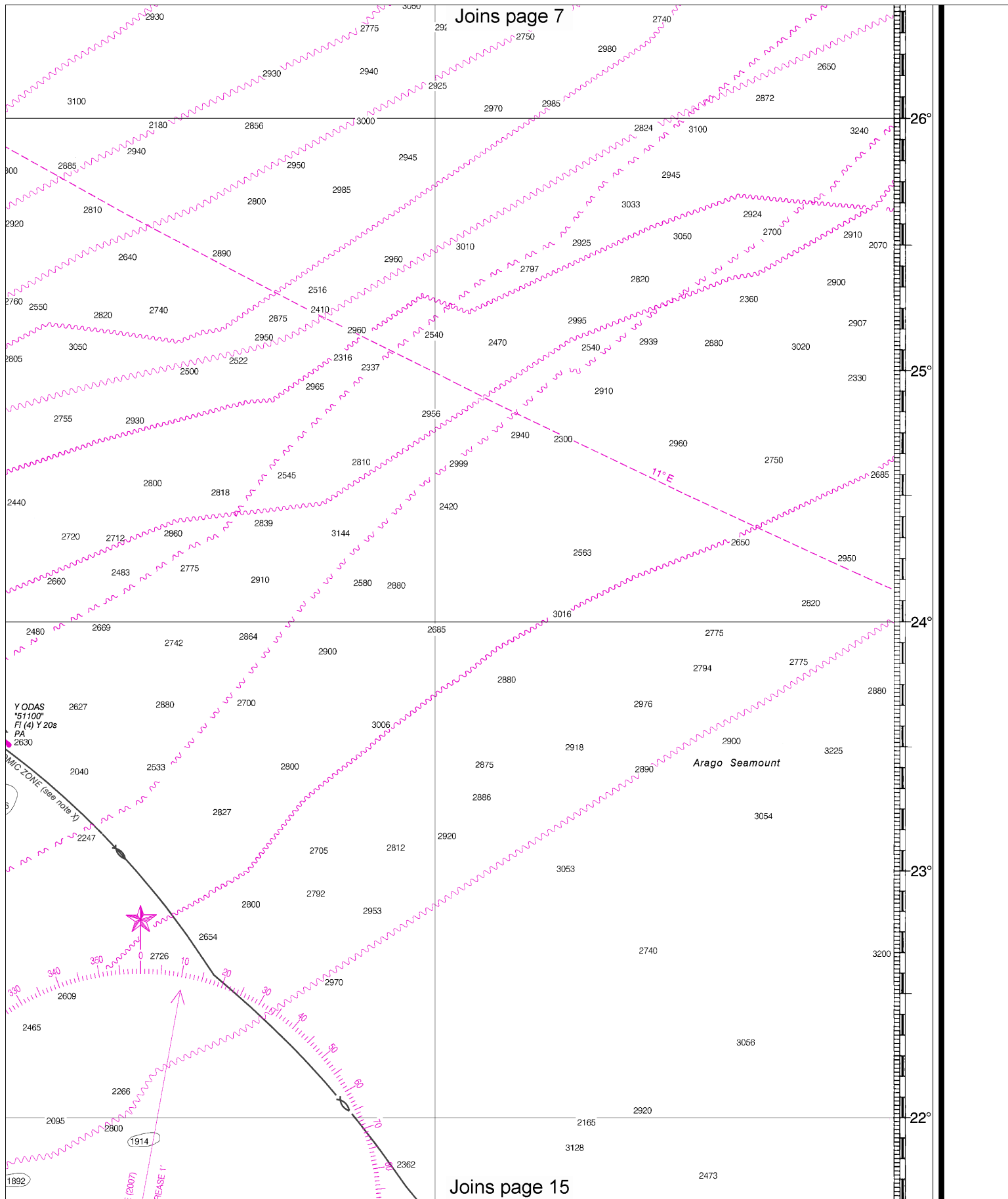


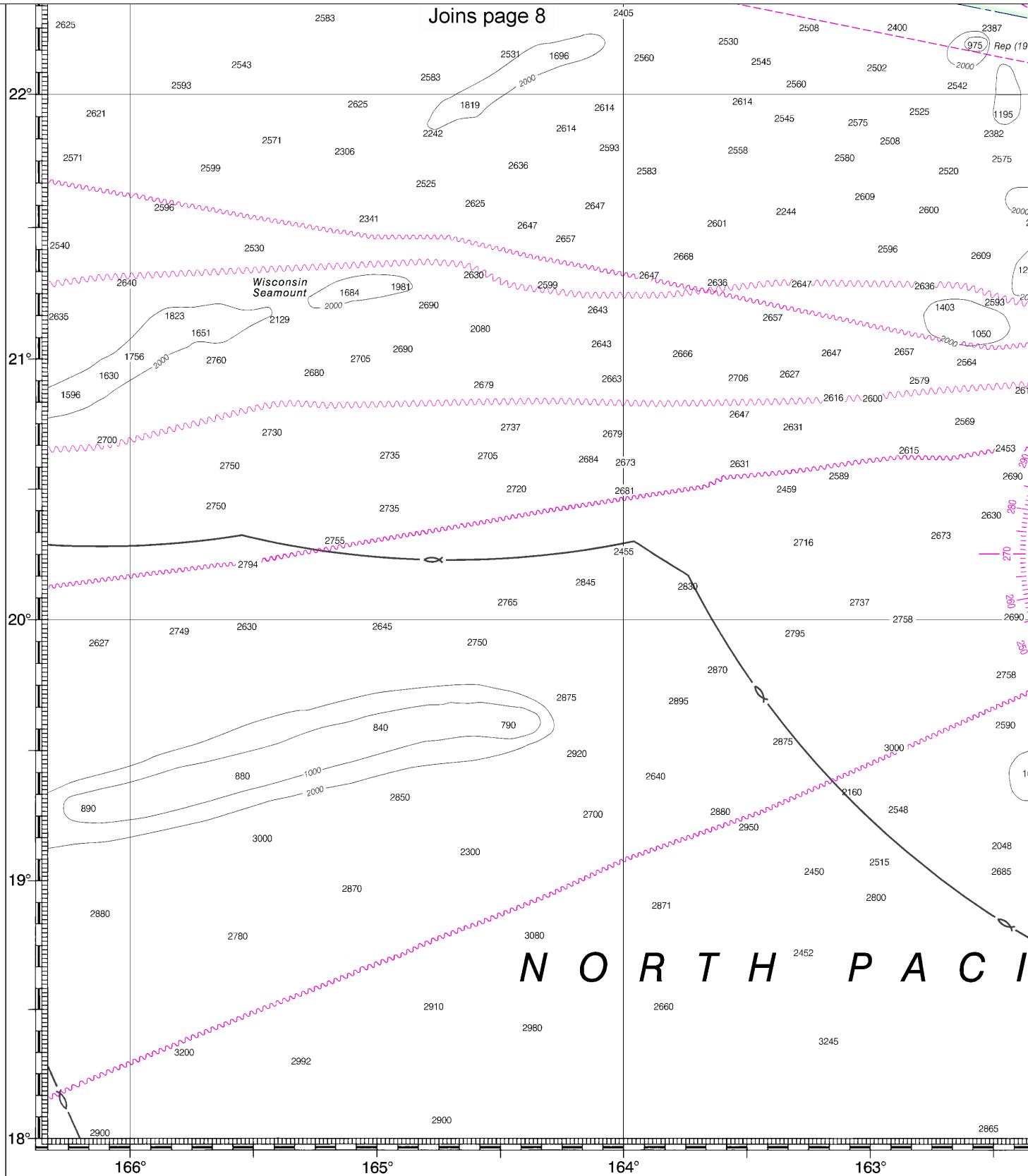




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Note: Chart grid lines are aligned with true north.





18th Ed., Dec. /06 ■ Corrected through NM Dec. 16/06
Corrected through LNM Dec. 12/06

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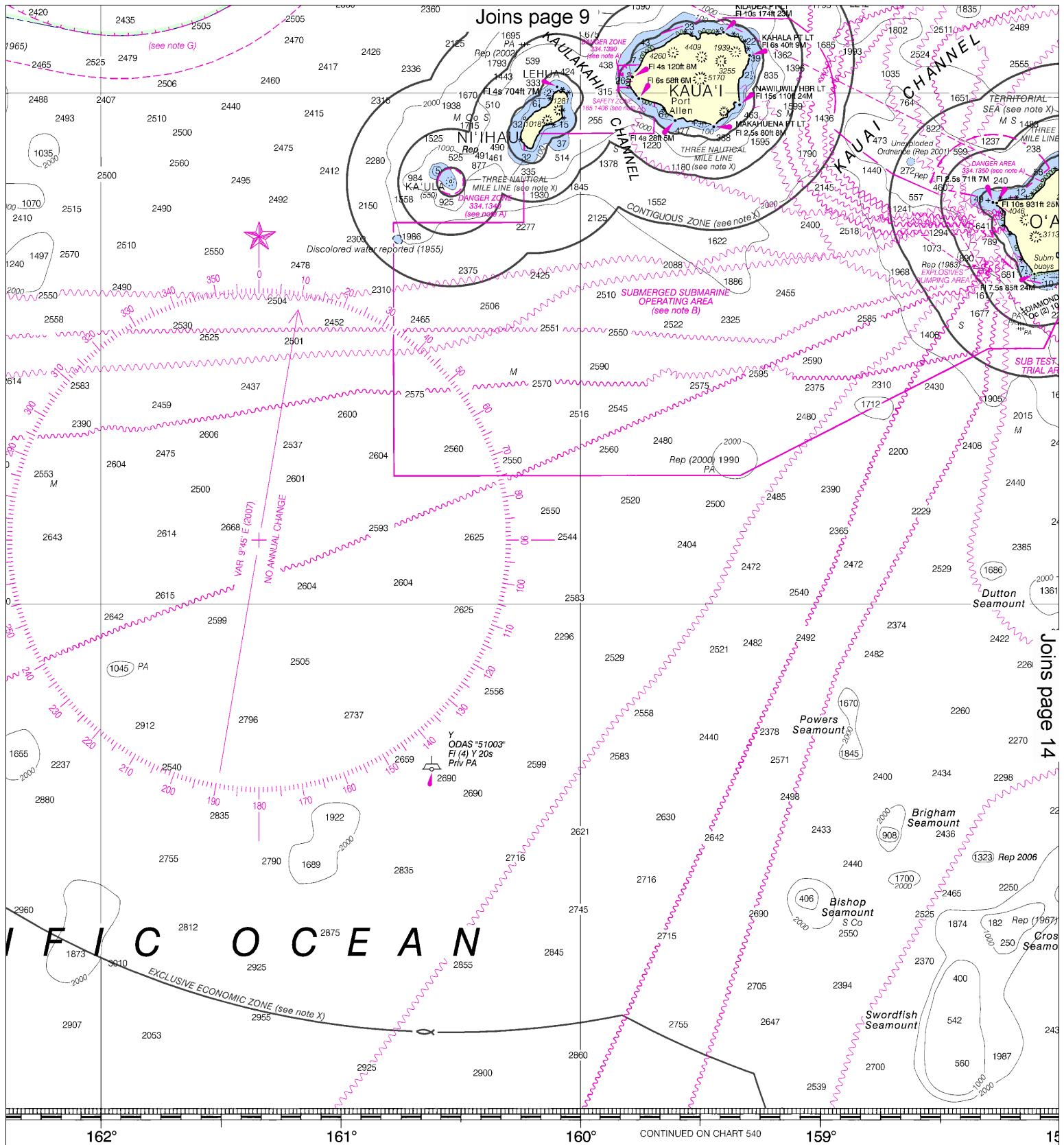
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments to improve this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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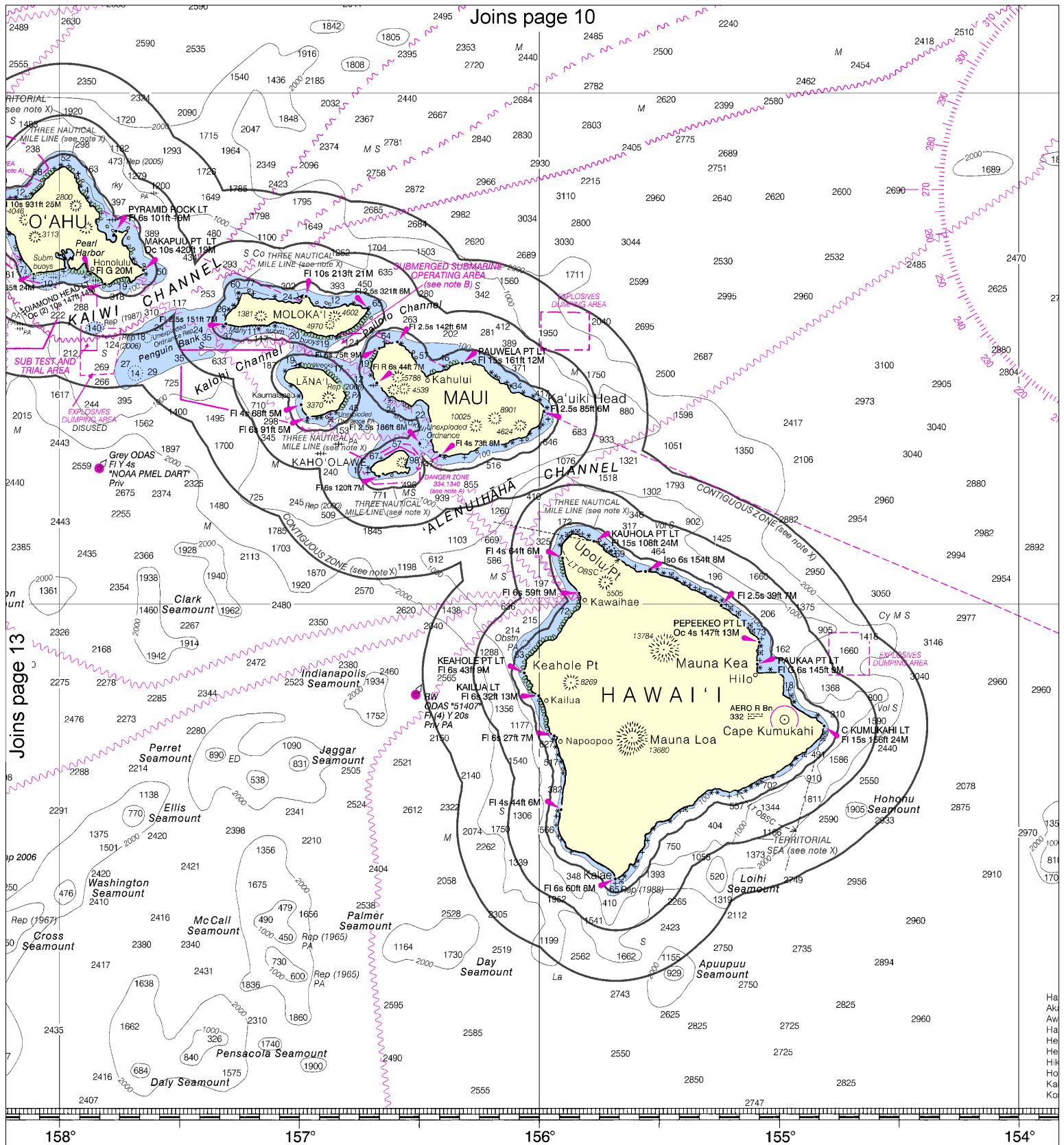
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SOUNDINGS IN FATHOMS

The National
Comments for
National Ocean

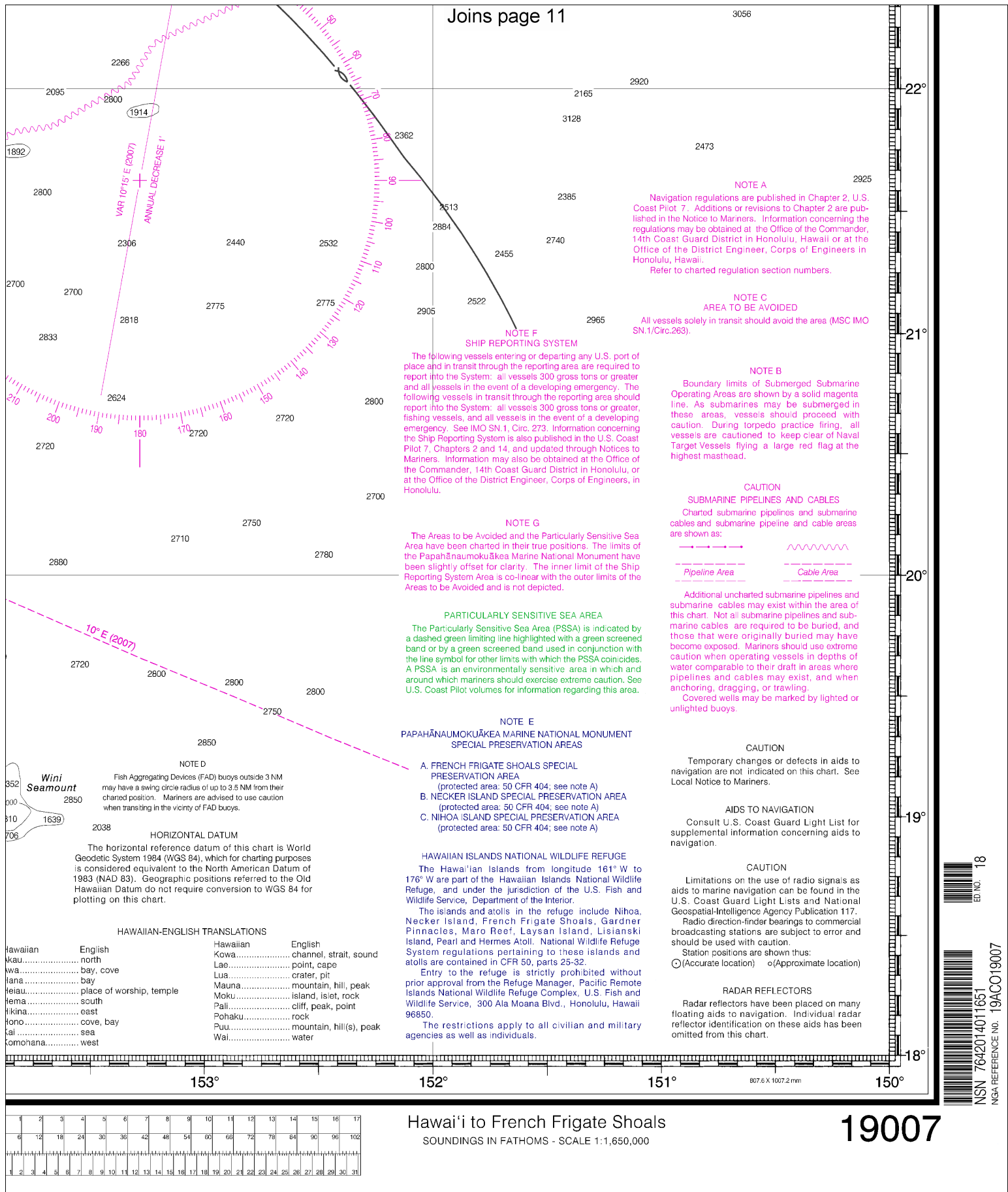
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NATIONAL SYSTEM OF SURVEY
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FATHOMS	
FEET	
METERS	





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
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Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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